



## CALIFORNIA'S HIGH-SPEED TRAIN REGIONAL ALIGNMENT AND STATION OPTIONS

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### CENTRAL VALLEY — SACRAMENTO TO BAKERSFIELD

The Draft Program EIR/EIS identifies all alignment and station options for the proposed 700-mile-long high-speed train system. Below is a brief overview of the options under consideration for connecting Sacramento to Bakersfield.

This corridor is the longest at over 270 miles. The proposed alignments studied for the draft program EIR/EIS generally follow existing rail corridors along the Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) rail lines, with some route alternatives diverging to avoid impacting communities; to link to a proposed station; to allow for greater speeds by straightening curvature along the route; and to connect to other sections of the new system.

The corridor stretching from Sacramento to Bakersfield has been broken down into four segments:

#### **SACRAMENTO TO STOCKTON (Map 4)**

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From the downtown Sacramento Rail Depot Station south to Power Inn Road, the high-speed train would follow the UP rail alignment. From the Power Inn Road station, there are two options for reaching Stockton:

1. The Central California Traction (CCT) freight line on the east — The CCT alignment connects with the UP south of Lodi to serve the proposed downtown Stockton station.
2. The UP rail line on the west — this alignment diverges to the CCT alignment north of Lodi to bypass Lodi and reconnects to the UP line to serve the proposed downtown Stockton station.

Both alignment options include a new alignment bypassing Stockton for express service.

#### ***Potential Station Locations:***

There are several potential high-speed train station locations that have been investigated along the segment between Sacramento and Stockton. The Authority could decide both the appropriate number of stations and the preferred location for those stations for this segment.

##### **Sacramento**

- Sacramento Rail Depot
- Power Inn Road Station

##### **Stockton**

- Stockton

## **STOCKTON TO MERCED (Map 5)**

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From Merced to Fresno, both the UP and BNSF alignments were evaluated.

1. UP freight line — goes through more urban area as it passes through the cities and communities that are developed along the rail line. For serving a downtown site in Merced, an express bypass was also evaluated taking the express trains west of the urban area.
2. BNSF freight line — a new two-track alignment “loop line” would need to be constructed to serve the potential Castle Air Force Base station site. This option would have less construction impacts through Merced (since only two tracks would be required); however, the construction cost could be higher than the Downtown Merced option due to nine miles of new alignment.

### ***Potential Station Locations:***

There are several potential high-speed train station locations that have been investigated along the segment between Stockton and Merced. The Authority could decide both the appropriate number of stations and the preferred location for those stations for this segment.

#### **Modesto**

- Downtown Modesto
- Amtrak Briggsmore

#### **Merced**

- Castle Air Force Base
- Downtown Merced
- Merced Municipal Airport

## **MERCED TO FRESNO (Map 6)**

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From Merced to Fresno both the UP and BNSF alignments were evaluated.

1. UP freight line — goes through urban area as it passes through the cities and communities that developed along the rail line.
2. BNSF freight line — avoids most of the urban development between Merced and Fresno. However, a new alignment would be needed to transition from the BNSF to the UP, south of Madera, to serve the proposed station in Fresno.

### ***Potential Station Locations:***

An express loop was also evaluated around Fresno. With this option, only high-speed trains stopping in Fresno would go through Fresno. The express loop would decrease the construction issues and costs through downtown Fresno.

#### **Fresno**

- Downtown Fresno

## **FRESNO TO BAKERSFIELD (Map 7)**

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From Fresno to Bakersfield both the UP and BNSF alignments were evaluated.

1. UP freight line — goes through urban area as it passes through the cities and communities that are developed along the rail line. A new alignment around Tulare was also evaluated.
2. BNSF freight line — goes through less urban area than the UP option.

### ***Potential Station Locations:***

There are several potential high-speed train station locations that have been investigated along the segment between Fresno and Bakersfield. The Authority could decide both the appropriate number of stations and the preferred location for those stations for this segment.

#### **Kings/Tulare**

- Hanford
- Visalia Airport

#### **Bakersfield**

- Truxton
- Golden State
- Bakersfield Airport

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**Visit the California High-Speed Rail Authority Web site at  
[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)  
for a complete look at proposed alignments and stations,  
to download a copy of the Draft Program EIR/EIS,  
or for a listing of libraries carrying a hard copy of the  
Draft Program EIR/EIS.**